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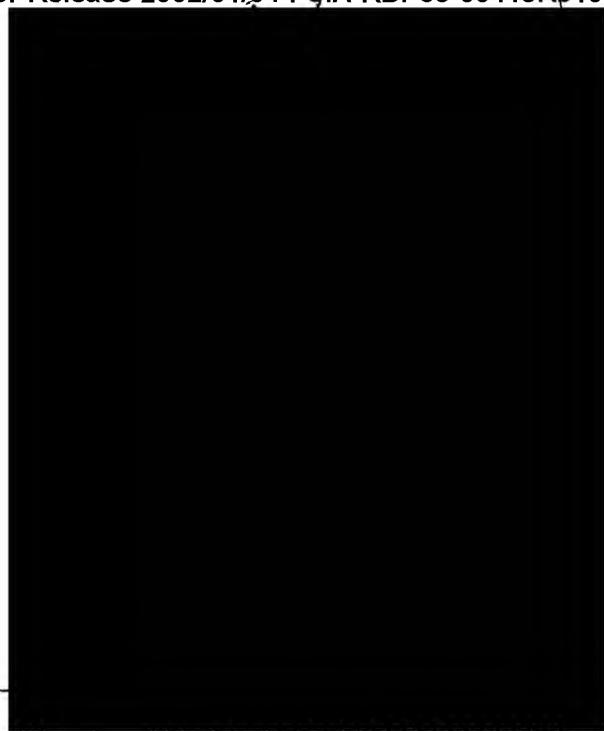
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1. At the Stralsund Volkswerft the third trawler has been launched. It is a craft 57.5 m long, 52 m between perpendiculars, 9m in beam, with a freeboard of 4.83 m and a draft of 4 m. The engine is an 8-cylinder 900-970 HP diesel, built by Wumag, reconstructed by Elektrizitaet-und-Kraftmaschinen (EKM) of Goerlitz. The net-handling engine is a 300 HP Buckau-Wolf. Auxiliary motors are two 60 HP Buckau-Wolfs. The fish capacity is 4,500 hampers (korb), and the crew 32 men. On the main deck is an auxiliary boiler that can be fired either with oil or gas.
2. The "Taegliche Rundschau" gives the tonnage of the trawler as 1,050. This is certainly too high; at an estimate, the real tonnage is about 450. C-3
3. The last of the 24 meter cutters that were brought from the dissolved Bodden Yard at Damgarten to the Stralsund Volkswerft for completion have been turned over to the Union of Peoples Management (VVB) fishery at Sassnitz. It now has 35 such cutters.
4. The construction of the slip installation of the ship and repair yard at Stralsund has been carried to the point that divers have cleared away the slime to allow piles to be driven into the solid ground. It will be a fitting-out yard for Schulz-Aken and Rosslau.

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5. The Schulz private yard at Aken has built seven seiners for reparations. Technical people consider that they are far better ships than those built in the publicly-owned yards. The Bothensee Yard built during 1951, 26 seiners, four self-propelled floating cranes of 350 tons displacement, and four small passenger ships.

*1/5-27/4/51 (ad)
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7/4/3-9/5/4/51 (ad)
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7/4/3-9/5/4/51 (ad)*

The Rossbau Yard, which has been building seiners and drifters for reparations, the ships being fitted out at Wolgast and Stralsund, will be limited to 16 drifters and 26 seiners this year. Four passenger ships for river service will also be built for reparations, 90 m vessels. Four self-propelled heavy-duty floating cranes with 480 HP engines, which were begun last year, are to be completed, and two tugs and a cable-ship for the Seepolizei are to be constructed.

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7. The Bodden Yard at Damgarten closed down on 31 December. The dismantling crew have left the area and there remains only a small group under the engineer Reuter to clear up the final details.

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8. At the airfield are about 150 machines of all types, including German machines of the Fieseler Storch type, NS 123s, some that belong to the "Dumpling" or some similar type, about 60 jet fighters, MIG 15s. Over-size Russian ploughs and rollers are busy extending the field.

9. From the Damgarten railroad station to the airfield a spur has been built and fuel for the aircraft is daily on the loading platform. There are about five tanks at the area, 4 m in diameter. The fuel storage area is in the open, to the right of the road about 400 m from the main guard post. Drums of fuel are in the open here, some of them in rough sheds.

10. The Russians had previously been in buildings 4 and 5. On January they took over buildings 1, 2 and 3 in addition.

11. On 29 December eight Soviet planes, mostly MIG 15s, had landing accidents. Three of them had damage to the left wing, the others to their landing gear.

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SECURITY INFORMATION

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German Democratic Republic

FDD Abstract of [REDACTED]

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SHIPBUILDING PROGRAM [REDACTED] FOR DECEMBER 1951 (5 pp; German; [REDACTED])

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The first page of this typewritten document is a covering sheet in English, stating that the German part of the document (4 pages) is [REDACTED]

[REDACTED] The next two pages, [REDACTED] are an outline of the December 1951 work plan for the repair section of the shipping trust. 22 key projects are listed, which include: Financial control and material aspects of the winter 1951/52 shipyard production plan; speedy working out of all material plans for repairs to the shipping fleet for the 1952 plan; study of the possibilities of converting ships to operation on brown coal or briquette; study of lubricant consumption; start of overhauling of the steamer "Wal" in Rathenow; conclusion of all 1951 investment projects in the shipyards; blue prints for machinery for coastal motor boats of 350 tons, 550 tons, etc.

The fourth page, undated, is the December 1951 work plan for chief referent (specialist) Pfaender. The work for which he is responsible includes: finishing the conversion of the steamers "Tuemmler" and "Wal" for surface condensation operation; pushing work on building tugs, hopper barges, and pilot boats; deciding about further work to be done on the salvage ship "Goliath".

25X1C The fifth page, [REDACTED] lists the December 1951 inspection trips to be made by Pfaender. His list includes Havelberg, where he was to inspect the work being done on the steamer Tuemmler; Genthin, where he was to check the work progress on the construction of pilot boats and maintenance boats; Tangermuende, where he was to check on the work and preparation for the building of hopper barges; and Postelwitz and Laubegast where he was to check on the work on seagoing lighters and river master's boats.

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